

Docket No. SA-532

Exhibit No. 6-D

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Attachment 3

US Airways Flight Attendant
Recurrent Training Materials

(48 Pages)

CLT- 2008/2009- Mid Schedule #2

Time	Lesson	Classroom	Facilitators
0915-0945 :30	Sign-In	212/162	1, 2
0945-1010 :25	Introduction/Test & Review	212/162/205/215	1, 2
1010-1150 1:40	Exit Operations & Evacuation PC	MOCK-UPS	1, 2, 3, 4
1150-1155 :05	BREAK		N/A
1155-1230 :35	Rotation #1 Emergency Equipment-2 Groups* Team Monitor & Challenge-2 Groups*	164 MOCK-UPS	1, 2, 3, 4 *2 Instructors *2 Instructors
1230-1300 :30	LUNCH		N/A
1300-1330 :30	Security Requirements	212/162	1
1330-1350 :20	Current Threat	212/162	1
1350-1400 :10	BREAK		N/A
1400-1500 1:00	Joint CRM / Security	212/162	2
1500-1520 :20	Self Protection Theory	212/162	3
1520-1540 :20	Self Protection Hands-on	158	3-Facilitate 1, 2, 4 Assist
1540-1600 :20	Rotation #1 CPR/AED* Exit Verification/Self Monitor & Challenge*	201(b) MOCK-UPS	1, 2, 3, 4 *2 Instructors *2 Instructors
1600-1620 :20	Rotation #2 Exit Verification/Self Monitor & Challenge* CPR/AED*	MOCK-UPS 201(b)	1, 2, 3, 4 *2 Instructors *2 Instructors
1620-1625 :05	BREAK		N/A
1625-1700 :35	Rotation #2 Team Monitor & Challenge-2 Groups* Emergency Equipment-2 Groups*	MOCK-UPS 164	1, 2, 3, 4 *2 Instructors *2 Instructors
1700-1800 1:00	Planned Cabin Prep	CEET	4-Facilitate 3-Assist 1, 2-Observe
1800-1815 :15	Dry Ditch	MOCK-UPS	3-Facilitate 4-Assist
1815-1845 :30	Closing / Survey's / Retakes	212/162	3, 4 HRT

Instr. #1 = 0915 - 1800 Instr. #3 = 0945 - 1845
 Instr. # 2 = 0915 - 1800 Instr. # 4 = 0945 - 1845

Date: 09/08/2008



U-S AIRWAYS
Inflight Training
Flight Attendant Recurrent Training

EMERGENCY EQUIPMENT		
Objective:	Through hands-on exercises, crewmembers will be able to: <ul style="list-style-type: none">• Remove and operate emergency equipment/noting the classes of fire• State the pre-flight of the equipment• Properly don and operate a life vest• Manually release drop-down oxygen masks• Attach escape rope/lifeline• Properly don a PBE	
Time:	:35	
Method:	Lecture, Hands-On, Observation	
Training Aids:	<ul style="list-style-type: none">• Two (2) equipment boards<ul style="list-style-type: none">– One for POBs/Fire Extinguishers/3 types of megaphones– One for life vests and “winglet” escape rope/life line connection• Escape Rope/Life Line connection visual• Escape Rope/Life Line winglet connection box• Three (3) Classes of Fire laminated foam boards• Essex PBEs (with standard red ball inflation lanyards)<ul style="list-style-type: none">– Spare neck seals• Essex PBE case with actual PBE inside• Scott PBEs with spare neck seals and green case with PBE inside• Laminated Safety Alert CS08-04• Child and Infant life vest board• Baby doll wearing infant life vest/baby doll without life vest• PSU mock-up with Pin Hole/Card Type mechanism• Quick Reference Guides for each station	
Prerequisites:	Home Study Workbook/CBT	
Instructor Prep:	Ensure life vest station, PBE station, PSU unit and equipment boards are properly prepared. Mock-ups turned on and with appropriate door force	
F.A.R. Training Requirement: 121.427(b)(2) Subjects required by emergency training 121.417(a)(b)(2) Individual instruction in the location, function and operation of emergency equipment. Each crewmember must operate each type of installed hand fire extinguisher, each type of emergency oxygen system, don and inflate individual flotation devices, and use life lines. 121.427(a)(b)(3) Hands-on competency checks, observed by an instructor. 121.417(c)(2)(i)(A) Emergency drills required each 24 calendar months.		

CURRICULUM: Recurrent Training 08-09
SEGMENT: General Emergency
MODULE: Emergency Equipment
AUTHOR: Steve Hilderbrand
FILENAME: w:\curriculum\recurrent\rt 08-09\lesson plans\current\emergency equipment.doc
REVISED: 12/01/2008 jlm

RECURRENT TRAINING: EMERGENCY EQUIPMENT 2

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
Instructor Note:	<p>This rotation consists of two modules, Monitor & Challenge and Emergency Equipment. It is structured as follows:</p> <ul style="list-style-type: none"> • Divide the class into four (4) groups. • Groups 1&2 will go to the Emergency Equipment Room and proceed through the four stations. • Groups 3&4 will go to the A/C mock-ups for the Team Monitor and Challenge PC. • When all groups have completed their first modules, Groups 1&2 will switch places with Groups 3&4. <p>Only two (2) groups should be in the equipment room at one time.</p>	
State:	<p>Welcome to the Emergency Equipment Module</p>	
Objective State:	<ul style="list-style-type: none"> • Through hands-on exercises you will demonstrate your knowledge of, and ability to operate, specific emergency equipment. 	
Action	<p>Divide the class into 4 groups</p>	
Instructor Note:	<ul style="list-style-type: none"> • Instructors # 1&3: Extinguishers & Megaphones Life Vests & Escape Rope POB & PSU PBE • Instructors # 2&4: PBE Extinguishers & Megaphones Life Vests & Escape Rope POB & PSU <p>Return "Reference Guide" to designated location for next instructor.</p>	

RECURRENT TRAINING: EMERGENCY EQUIPMENT 3

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
State:	Please remove sharp objects such as earrings and keep dust masks for donning both PBEs.	PBE
Action:	OFFER dust masks and ensure PBEs are reset with red ball lanyards.	
Ask:	What is the preflight of the Essex PBE?	
Answer:	<ul style="list-style-type: none"> • Present and Secure • Verify seal intact • Verify humidity indicator is blue 	
State:	If seal is broken or humidity indicator is pink, notify the captain.	
Action:	<p>SHOW and describe how to remove PBE from case by pulling of the red Velcro strap attached to the clear plastic cover on the container.</p> <p>Lift PBE out of container <u>a few inches</u>, which would break the tamper resistant seals on an actual pouch.</p> <p><u>Simulate</u> tearing open the plastic package in the direction of the arrows.</p>	
Instructor Note:	DO NOT OPEN! Unit is “live.”	
Ask:	<p>There is a Service/End of Service Indicator located to the left and just below eye level inside the hood.</p> <ul style="list-style-type: none"> • A green flashing LED light indicates the unit is activated. • A “red then green” alternating light means oxygen is depleted. Once oxygen is depleted, leave the area and remove the hood. • A trained user can access and don the PBE in approximately 15 seconds. • If the unit fails to inflate after 2 to 3 minutes, or if it collapses, leave the area and remove the hood. 	

RECURRENT TRAINING: EMERGENCY EQUIPMENT 4

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
Instructor Note:	<p>Inspect the elastic neck seals for tears. If seal is torn, replace with new neck seal.</p> <p>Reset the red ball and lanyard across the oxygen cylinders.</p> <p>OFFER feedback as needed when F/As complete the drill and ensure each F/A dons the hood.</p> <p>The entire group can don the PBEs at one time.</p>	
Action:	<p>Observe and describe:</p> <ul style="list-style-type: none"> • Please put on your dust mask. Pinch the metal tab over your nose to secure the mask. • Hold the PBE waist level with the yellow viewing window facing down and toward your legs. • Grasp and pull the red ball off to release lanyards. • Put your hands together and spread the neck seal with your hands inside. • Guide the PBE neck seal over the top of your head and down over your face; breathe normally. • Ensure your hair is tucked inside the hood. • The training units do not have the Service/End of Service Indicator inside. 	
Action:	<p>Observe and describe:</p> <ul style="list-style-type: none"> • Remove the hood by placing both hands inside and carefully stretching the neck seal. • Please be careful as neck seals tear easily. • After fighting a fire, be sure to leave the area before removing the hood. • Shake hair to help eliminate oxygen saturation caused by the hood. 	
State:	Keep your dust masks for donning the Scott PBE.	
Ask:	What is the preflight for the Scott PBE?	
Answer:	<ul style="list-style-type: none"> • Present and secure • Hard green case • Verify humidity indicator is blue 	
Show:	SHOW the Scott PBE	
State:	<p>The PBE is encased in a vacuum-sealed pouch. Grasp the red tear strip and tear in either direction to open.</p> <p>The Scott PBE has a "Pull to Actuate" pin.</p>	

RECURRENT TRAINING: EMERGENCY EQUIPMENT 5

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
	Again, please remove any sharp objects such as earrings to avoid tearing the neck seal.	
State:	Let's put on our dust masks. Remember to "pinch" metal nose tab on dust masks. Hold the PBE close to your body, pull the training pin and promptly don the PBE within 10 seconds.	
Action:	OBSERVE and describe the following as students don the PBE. <ul style="list-style-type: none"> • Hold PBE "skirt" with life support pack away from you. • Bend forward from the waist and grasp the neck opening with thumbs. • Insert chin in neck opening and pull hood across face and over chin. • Stand upright, pull hood down until headband surrounds forehead. • Ensure there is good contact between neck and neck seal. • Check to see if hair is completely tucked within the hood. • Remove PBE. 	
State:	Exercise caution when removing the hood. Avoid contact with hot metal parts particularly within the slot of the life pack. Remember to leave the area first then remove the hood. Shake your hair to help eliminate oxygen saturation from the hair.	
Instructor Note:	Remember to reset "Pull Pins" for the next group's rotation. OFFER feedback as F/As don the Scott PBEs.	
Ask:	Any Questions?	

RECURRENT TRAINING: EMERGENCY EQUIPMENT 6

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
Action:	Move group to PSU/POB Boards.	POB/ Drop-down O₂
	DROP DOWN OXYGEN	
Ask:	What type of oxygen system is on all our aircraft?	
Answer:	Chemical Oxygen Generators	
Ask:	How long do chemical oxygen generators last?	
Answer:	12 to 15 minutes	
Ask:	When O ₂ masks drop, what are your immediate actions?	
Answer:	Don nearest available O₂ mask, sit down, fasten seat belt	
Ask:	Where should you sit?	
Answer:	Nearest seat – does not have to be unoccupied	
Ask:	When is it safe to stand up after a decompression?	
Answer:	When the flight deck gives you clearance.	
Ask:	What are your commands to passengers in a decompression?	
Answer:	“Don oxygen masks.” “Fasten seat belts.”	
Ask:	What can you do if a PSU does not open and masks do not drop?	
Answer:	If PSU door has a pinhole in it, use a stick-like object to manually open the stuck PSU door. If PSU does not have a pinhole in it, use a thin, flat object (think credit card or ID card) to insert into the “crease” of PSU door.	
Action:	Observe each F/A opening both styles of drop-down O ₂ units (PSUs).	

RECURRENT TRAINING: EMERGENCY EQUIPMENT 7

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
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	POB	
Ask group:	What is the preflight for the portable oxygen bottle?	
Answer:	<ul style="list-style-type: none"> • Present and secure • 1,500 PSI min. pressure • 1 mask in stowage pouch • Tubing connected to high-flow valve and in good condition • Shoulder strap attached 	
Ask:	At what gauge reading should you turn off the POB?	
Answer:	Between 100-200 psi. If the O₂ is completely depleted, the POB will no longer be refillable.	
State:	Each of you will remove and operate the POB by donning it, using the shoulder strap, and turning it on and off.	
Action	Observe students (one at a time): <ul style="list-style-type: none"> • Don POB, using the shoulder strap, • Turn it on and off. 	
Instructor Note:	After each student re-stows the POB, the instructor resets it properly for the next student. Students do not reset the POB.	

RECURRENT TRAINING: EMERGENCY EQUIPMENT 8

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
Action:	Move group to the Extinguisher/Megaphone Board .	Equip. Board
Instructor note:	If another instructor is using the equipment, ask preflights of fire extinguishers (use another equipment board) until fire photos are available to “fight” fires with extinguishers.	
Ask:	What is the first step listed in the IEM for fire fighting?	
Answer:	Notify the captain and other crewmembers	
Ask group:	State the preflight for each of the 3 fire extinguishers.	
Answer:	<p>H₂O extinguisher</p> <ul style="list-style-type: none"> • Present and secure • Seal intact • CO₂ cartridge in place <p>Halon 1211 extinguisher</p> <ul style="list-style-type: none"> • Present and secure • Ring safety pin secure with seal intact • Pressure gauge registers in green band range <p>Total Halon</p> <ul style="list-style-type: none"> • Present and secure • Verify wire seal intact • Pressure gauge registers in the green band 	
State:	<p>One at a time, each of you will:</p> <ul style="list-style-type: none"> • Remove and operate each extinguisher • Identify on which class(es) of fire it would use (using pictures) • Return the extinguisher to the brackets • While waiting for your turn, please review the Safety Alert CS08-04 on Lithium Ion Battery Fires. <p>— H₂O extinguisher</p> <ul style="list-style-type: none"> • Operation: <ul style="list-style-type: none"> ○ Turn handle to right as far as possible. ○ Hold upright and press lever to discharge. ○ Use a side-to-side sweeping motion. If a wider spray is needed, place your finger over nozzle. 	

RECURRENT TRAINING: EMERGENCY EQUIPMENT 9

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
	<ul style="list-style-type: none"> ○ Empty contents of extinguisher. — • Class of fire <ul style="list-style-type: none"> ▪ Class A – Upholstery and paper 	
	<ul style="list-style-type: none"> — Halon 1211: • Operation <ul style="list-style-type: none"> ○ Hold upright, grasping body of bottle. Do not grasp handle and lever together (interferes with pin removal). ○ Twist locking pin to break seal & remove pin. ○ Stand minimum of 6 feet from fire and aim nozzle at base of fire. ○ Squeeze handle & lever pressing lever down. ○ Use side-to-side sweeping motion across width of fire, moving closer as fire is becoming extinguished. ○ Empty contents of extinguisher. • Class of fire <ul style="list-style-type: none"> ○ Class B – Flammable liquids ○ Class C – Electrical ○ May be used on Class A, when followed up with non-flammable liquids. — — Total Halon: • Operation <ul style="list-style-type: none"> ○ Hold upright grasping body of the bottle ○ Lift carry handle and press down black safeguard ○ Depress trigger ○ Stand minimum of 6 feet from fire and aim nozzle at base of fire ○ Squeeze handle and trigger ○ Move back if discharge stream scatters fire ○ Use side-to-side sweeping motion across width of fire, moving closer as fire is becoming extinguished ○ Empty contents of extinguisher — — Class of fire <ul style="list-style-type: none"> ○ Class A – Upholster and paper - followed by non-flammable liquids ○ Class B fire – Flammable liquids <ul style="list-style-type: none"> ▪ Class C – Electrical 	

RECURRENT TRAINING: EMERGENCY EQUIPMENT 10

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
Instructor Note:	<p>OBSERVE and offer feedback to each F/A as they remove and operate the extinguisher.</p> <p>Ensure that the <u>instructor</u> resets the extinguishers to the correct operating position between each student's operation.</p> <p>Only one fire extinguisher may be removed from the equipment board at any time. Each student must be observed individually.</p> <p>CONTINUE until the all F/As have removed and operated all three fire extinguishers.</p>	

	Megaphones	
Ask group: Answer:	<p>What is the preflight for the red megaphone?</p> <ul style="list-style-type: none"> • Present and secure • Depress trigger to verify audible click and working properly 	
Ask group: Answer:	<p>What is the preflight for the orange and white megaphone?</p> <ul style="list-style-type: none"> • Present and secure • Squeeze handle to verify audible click and working properly 	
Ask group: Answer:	<p>What is the preflight for the blue megaphone?</p> <ul style="list-style-type: none"> • Present and secure • Depress trigger to verify audible click and working properly. 	

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
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RECURRENT TRAINING: EMERGENCY EQUIPMENT 12

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
State:	<p>On the count of three (3), inflate your life vest by pulling on one red tab. One, Two, Three... Inflate!</p> <ul style="list-style-type: none"> To manually deflate the vests, press on the chambers to squeeze the air out. <p>Remove your vest, and place on hook</p>	
Action:	Move group to child and infant life vest station.	
State:	<p>This picture shows an adult life vest on a child. When using an adult life vest on a child 35 to 90 pounds, the strap is wrapped between the child's legs and the ends snapped together.</p>	
Action:	DISPLAY the infant doll (with the vest donned).	
State:	<p>This is the correct way to don an infant life vest.</p> <p>SOLICIT a volunteer to demonstrate correct donning procedures using the doll without life vest donned.</p> <p>Look for the following:</p> <ul style="list-style-type: none"> Slip vest over head Place one leg over harness loop Pull snug, not tight Snap ends together Tether strap loop is for caregiver use <p>DISPLAY how the tether strap snaps are released. The snap also lengthens the vest.</p>	
Ask:	Does anyone have any questions regarding the donning of an infant life vest?	
Instructor Note:	Ensure infant vest is removed from doll and placed on table or hook for next group.	

RECURRENT TRAINING: EMERGENCY EQUIPMENT 13

ACTION	EMERGENCY EQUIPMENT	NOTES/VISUALS
Action:	Move group to the escape rope/life lines.	
State:	<p>Escape Ropes/Life Lines are used in a ditching situation if the window exits are utilized.</p> <p>Escape Ropes/Life Lines are located in the window wells of the overwing window exits on some B737s, all E190s, and all B767s.</p> <p>Some A319 and all A320 EOW aircraft have Escape Ropes/Life Lines located in 5-inch overhead compartments near the window exits.</p> <p>They must be removed and connected to the windowsill eyelet and then to the eyelet on the wing before using.</p>	
Action:	Display and describe visual of escape rope.	
State:	<p>After the window has been thrown out, the Escape Ropes/Life Lines should be attached to the eyelet on the forward side of the wing (B737, B767, E190) or to the windowsill eyelet (A319/A320) and then to the eyelet on the wing, if applicable.</p> <p>It is used as a handhold for passengers exiting from the window.</p>	
State (and observe):	Each of you will attach the Escape Rope/Lifeline to the eyelet on the life vest board and the “wing-mounted” eyelet. Knowing that Escape Rope/Lifeline is used to as a hand-hold during an evacuation, keep the Escape Rope/Lifeline taut when attaching it to the eyelet.	
Inst. Note:	Instructor removes escape hooks after each student attaches	
Instructor Note:	<p>The eyelet on the life vest board is intended to represent the window mount. The eyelet on the board that is mounted on the crate is to represent a wing-mounted</p> <p>Each student is to attach one end of the escape rope/life line to the eyelet on the life vest board and then the other end to the eyelet mounted on the crate.</p>	



U.S AIRWAYS

Inflight Training Flight Attendant Recurrent Training

PLANNED CABIN PREP

Objective:	Via two scenarios, students will: <ul style="list-style-type: none">• Participate as crewmembers or passengers in two Water Cabin Preps for possible evacuation• View a video to familiarize you with Slide and Life Raft procedures
Time:	1:00
Method:	<ul style="list-style-type: none">• Instructor lecture, question and answer• Student demonstration
Training Tools:	<ul style="list-style-type: none">• Inflight Emergency Manuals (IEMs)• A319/320 Non EOW Water Cabin Prep cards (Instructors)• Demo pouches for two flight attendants• Crew Life Vests (3)• Emergency Scenario Observation Sheets (Lead Instructor)• DVD (Slide/Slide Raft, Slide Transfer)• "Draw Bucket"<ul style="list-style-type: none">– A container filled with ping pong balls numbered to correspond with the sign-in numbers on the class roster
Instructor Prep:	<ul style="list-style-type: none">• Ensure window exits are in place before starting module• Close and arm all doors• Place demo pouch for two flight attendants in FWD L area of the CEET• Familiarity with Water Cabin Prep procedures• Crew Life Vests under each F/A jumpseat• Ensure "Draw Bucket" is on the CEET
Instructor Note:	<ul style="list-style-type: none">• This module requires four (4) instructors to be present<ul style="list-style-type: none">– One (1) Instructor will facilitate the module– One (1) Instructor will act as captain.– Two (2) Instructors will be available in the cabin to observe and coach students if appropriate

CURRICULUM: Recurrent Training 08-09

SEGMENT: Emergency Scenarios

MODULE: Planned Cabin Prep

AUTHOR: Hilderbrand

FILENAME: w:\curriculum\recurrent\rt 08-09\lesson plans\current\planned cabin prep.doc

REVISED: 05/21/08 sah

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RECURRENT TRAINING: PLANNED CABIN PREP 2

ACTION	PLANNED CABIN PREP	NOTES/VISUALS
Instructor Note:	<p>LEAD the class to the Airbus Cabin Trainer (CEET) to begin the group discussion.</p> <p>Take a copy of the Class Roster with you. You will reference the roster when selecting F/As to participate in the scenarios.</p> <p>The students must bring their IEMs with them for this module.</p> <p>Request all students to sit in the Coach/Main Cabin section of the CEET for the group discussion.</p> <p>Emergency Scenarios Observation Sheets are for instructor convenience. The items on the sheets are not meant to be comprehensive, simply suggested topics for discussion during the de-briefings. Check the corresponding box and make additional notes if appropriate.</p>	
Objective:	<p>Welcome to our Emergency Scenarios Module.</p> <p>During this module you will:</p> <ul style="list-style-type: none"> • Participate as crewmembers or passengers in two Water Cabin Preparation Scenarios for possible evacuation on an A319. • View a video to familiarize you with Slide and Life Raft procedures. 	
State:	<p>I will provide positive feedback to the F/As and identify areas that need improvement. As we participate in the scenarios, please keep an open mind. We can learn not only from those things done correctly, but also from mistakes that are made.</p> <p>In 2007, US Airways F/As experienced 9 planned cabin preparations.</p> <p>Since preparing the cabin for an emergency landing is a rare occurrence, we will take some time to practice during the scenarios.</p>	
Ask:	<p>What resources do we have in our IEM that help us to prepare for a possible emergency landing?</p>	
Answer:	<p>The Cabin Prep cards, which are A/C specific.</p>	
State:	<p>Please remove your A319/A320 <u>Non EOW</u> Water Cabin Prep Cards (orange) from your IEM and let's follow along together.</p> <p>This exercise will demonstrate how important it is to follow standard operating procedures when preparing for an emergency landing.</p>	

RECURRENT TRAINING: PLANNED CABIN PREP 3

ACTION	PLANNED CABIN PREP	NOTES/VISUALS
Ask:	As you reference your A319/A320 <u>Non EOW</u> Water Cabin Prep Cards, you'll see at the top of the first page, the statement, "Note the time. Accomplish steps in order as time permits." The steps are written in priority order. Why is this important?	
Answer:	It is important for us to consider how much time we have in preparing for an emergency landing.	
State:	Let's review a few elements of the Cabin Prep cards before we begin our scenarios.	
Ask:	On the A319, where do the "A", "B", and "C" F/As stand to perform the Emergency Demo?	
Answer:	<ul style="list-style-type: none"> • "A" reads from the FWD PA • "B" demos at the window exits • "C" demos at row 1 and moves to the first row of coach 	
Instructor Note:	IEM page reference W12-2 (A319) The A319 diagram actually reflects 4 Overwing Exits. This should be corrected in the next IEM revision. Point out that the diagram on page W12-3 is for the A320	
Ask:	At which exits do the "A", "B", and "C" F/As brief their ABPs?	
Answer:	<ul style="list-style-type: none"> • "A" briefs for 1L and 1R • "B" briefs for 2L and 2R • "C" briefs the 2 window exits. 	
Ask:	How many total ABPs does each F/A brief at their assigned exits?	
Answer:	<ul style="list-style-type: none"> • "A" briefs 6 ABPs (3 per door) • "B" briefs 6 ABPs (3 per door) • "C" briefs 4 ABPs (2 per window) 	
State:	Look at Step 10, ABP Briefings. Notice the options for ABP briefings. <ul style="list-style-type: none"> • When time permits, you should take your ABPs to their assigned exits and give them a detailed briefing. • With less time available, it may be necessary to brief ABPs at their seats. • In the event you have a minimal amount of time, your briefing may be to simply tell ABPs review the Safety Information Cards and/or to read the exit row placards. 	

RECURRENT TRAINING: PLANNED CABIN PREP 4

ACTION	PLANNED CABIN PREP	NOTES/VISUALS
<p>State:</p> <p>Ask:</p> <p>Answer:</p>	<p>The Cabin Prep Cards contain standard verbiage that helps us to guide our passengers in an emergency.</p> <p>What is a possible consequence of elaborating too much on the information in the Cabin Prep Cards?</p> <ul style="list-style-type: none"> • Wasted time • Passenger confusion <ul style="list-style-type: none"> – Too much information – Airline terminology vs. common terminology 	
<p>Ask:</p> <p>Answer:</p>	<p>In a water ditching scenario, what are some additional evacuation commands that F/As may need to use?</p> <p>“Grab seat cushion!” “Don life vest!” You, you and you, help keep people together!” “Hold onto the side of the slide.” (NON EOW; no slide/rafts, people will be in the water)</p>	
<p>State:</p>	<p>Please turn to Step 4 of the check list. Near the bottom, in the “Actions and Demo” column, it states: “<i>Demonstrate seat cushion/or point out seat cushions on Safety Information Card.</i>” We do have an option. If there is a seat cushion available, it is permissible to demonstrate the donning process to the passengers.</p>	
<p>State:</p> <p>CLT ⇌</p>	<p>Remember to don your CREW life vest during the Emergency Demo.</p>	<p>Remember to don your CREW life vest prior to strapping into your jumpseat.</p> <p>⇌ PHX</p>
<p>Ask:</p> <p>Answer:</p> <p>Ask:</p> <p>Answer:</p> <p>State:</p>	<p>When do F/As conduct a 30-Second Review?</p> <p>While seated in the jumpseat for each takeoff and landing.</p> <p>What are the seven questions that comprise the 30-Second Review?</p> <ul style="list-style-type: none"> • What is my brace signal? • What is my brace position? • What is my assigned exit and which way does the handle rotate? • What are my commands? • What are my actions at a usable exit? • What do I do if my exit is blocked? • Am I responsible for the emergency light switch? <p>These questions are printed on the last page of your Cabin Prep Cards.</p>	

ACTION	PLANNED CABIN PREP	NOTES/VISUALS
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SCENARIO SET-UP	
State:	<ul style="list-style-type: none"> • In our scenarios today you will participate either as a F/A or a passenger. • Keep in mind that our scenarios today involve a Non EOW A319 aircraft. (<i>Indicate doors "2L/2R"</i>) We would not have these middle doors in the cabin. (<i>Indicate the window exits</i>) There would be only two overwing exits. • If any of the scenarios involve evacuating from the A/C, please proceed to the appropriate door, but DO NOT exit the A/C. We also ask that you do not exit out of the overwing exits. • Please listen very carefully so you will be able to hear all the conversations between the flight attendants and the flightdeck. • There will be some communication over the PA system that you would not normally hear; however, we are using the PA so that the entire class can follow along together. • If you are chosen as a crewmember today, please use the PA for any crew-to-crew communication you would normally conduct on the interphone. • We'll begin each scenario with the F/As walking through the cabin, checking on passengers. • You'll find demo pouches in the FWD L area.
State:	Now, we will randomly select 3 people for our first scenario.
Action:	Select three (3) numbers from the "draw bucket."
Instructor Note:	The numbers correspond with numbers on the sign in roster. The students, whose names correspond with the numbers, will be our first crew.
Action:	<ul style="list-style-type: none"> • Read students' names aloud. • Request the observers to take their places. • Ask a minimum of four (4) students to move to the First Class cabin. • One instructor will sit in the F/C cabin to observe. • One instructor will remain at the overwing exit.

RECURRENT TRAINING: PLANNED CABIN PREP 6

ACTION	PLANNED CABIN PREP	NOTES/VISUALS
SCENARIO ONE		
Instructor Note:	Privately brief the crew: <ul style="list-style-type: none"> • This scenario will have 15 minutes to prepare. • They will have time to do the seat belt drill. • APBs will be briefed at their doors. 	
State:	Here's the situation: <ul style="list-style-type: none"> • It's nighttime and the A/C has started its descent into Tampa, FL. (TPA) • Nothing out of the ordinary has occurred during the flight. • All of a sudden you hear 6 bells in the cabin. 	
State:	Crew, go ahead and assume your positions as F/As walking through the cabin checking on your passengers.	
Instructor Note:	An instructor: <ul style="list-style-type: none"> • Dims the cabin lights (night time setting) • Assumes the role of the captain • Activates 6 bells from the control booth. <p>This begins the scenario.</p>	
	Action: <p>When the "A" calls the flightdeck on the interphone, the "captain" picks up the PA and makes the following announcement:</p> <p>"We have indications that there is a fire in the #2 engine. I've declared an emergency. In case we can't make it into Tampa, I need you to prepare the cabin for a water landing with a possible evacuation. We'll be on the ground in approximately 15 minutes and the brace signal will be "Brace for Impact." I will make an announcement to the passengers. Do you have any questions?"</p> <p>After the "A" has relayed the T.E.S.T. information to the other crewmembers in the FWD galley, the "Captain" makes this announcement to the passengers:</p> <p>"Ladies and gentlemen, from the flightdeck, this is your Captain speaking. We have a warning light indicating there is a fire in the #2 engine. I have asked the flight attendants to prepare the cabin for an emergency landing. We will be landing in approximately 15 minutes. Please direct your full attention to the flight attendants and follow their instructions."</p>	

RECURRENT TRAINING: PLANNED CABIN PREP 7

ACTION	PLANNED CABIN PREP	NOTES/VISUALS
Instructor Note:	<p>The two instructors, who are observing, should be available for guidance/coaching but should give input ONLY if it becomes obvious that the student is “way off base.”</p> <ul style="list-style-type: none">• One instructor will observe the ABP Briefing at 1L/1R.• One instructor will observe the Overwing ABP Briefing.• The “captain” will observe the ABP Briefing at 2L/2R.• The Lead Instructor “floats.” <p>As the crew performs the Cabin Prep, look for the following elements:</p> <ul style="list-style-type: none">• Synchronizing watches with the captain and other F/As• Cabin lights turned to bright• Removing curtains• Locking lavatories• Proper demo positions• Checking assigned cabin sections (Lockable Recline)• Locating brace positions on the Safety Information Card• Demonstrating brace positions• Seat belt drill• “A” F/A being visible in aisle• Pointing out the Emergency Exits and the Low Level Lighting• ABP Briefings• Pre-landing announcement• Don F/A Life Vest prior to strapping into jumpseat (PHX only)• Advising captain, preparation is complete <p>These points and any others observed by the instructor should be considered as topics for discussion during the de-briefing.</p> <p>Stop the scenario after the F/As secure themselves into their jumpseats.</p>	
DE-BRIEFING		
Ask:	Crew, overall, how did you feel during the cabin prep? Do you have anything specific you would like to share?	
Action:	<ul style="list-style-type: none">• Point out one thing each F/A did well• Point out areas for improvement• Thank the crew for participating in the scenario.	
Instructor Note:	During the Instructor Feedback, emphasize the consequence for anything needing improvement for a successful evacuation.	
State:	<p>At this time, we will conduct another Cabin Prep demonstration.</p> <p>Select 3 more F/A names from the draw bucket.</p>	

ACTION	PLANNED CABIN PREP	NOTES/VISUALS
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SCENARIO TWO		
Instructor Note:	Privately brief the crew: <ul style="list-style-type: none"> • This scenario will have 10 minutes to prepare. • They will NOT have time to do the seat belt drill. • ABPs will be briefed in their seats. 	
State:	Crewmembers, you will find your demo pouches in the FWD L area. Remember you are on an A319, so you will not have these middle doors in the cabin and there are only 2 window exits. Here's the situation: <ul style="list-style-type: none"> • You are on your descent into San Francisco, CA. (SFO). • Go ahead and assume your position walking through the cabin, checking on your passengers. 	
Instructor Note:	The "captain" activates 6 Bells from the back booth, which begins the scenario. When "A" calls the flightdeck for the T.E.S.T. information, the "captain" gives them the following Information: "We have indications that we've lost our hydraulic systems. We may not be able to make it to the runway; I need you to prepare the cabin for possible ditching. You have about 13 minutes and the brace signal is "Brace for Impact." I will not have time to make the announcement to the passengers, so you will have to make it. Do you have any questions?" The two instructors, who are observing, should be available for guidance/coaching but should give input ONLY if it becomes obvious that the student is "way off base." <ul style="list-style-type: none"> • One instructor will observe the ABP Briefing at 1L/1R. • One instructor will observe the Overwing ABP Briefing. • The "captain" will observe the ABP Briefing at 2L/2R. • The Lead Instructor "floats." 	
Instructor Note:	As the crew performs the Cabin Prep, look for the following elements: <ul style="list-style-type: none"> • Initial Announcement to passengers is made • Synchronizing watches with the captain and other F/As • Cabin lights turned to bright • Removing curtains • Locking lavatories • Proper demo positions • Checking assigned cabin sections (Lockable Recline) • Locating brace positions on the Safety Information Card 	

RECURRENT TRAINING: PLANNED CABIN PREP 9

ACTION	PLANNED CABIN PREP	NOTES/VISUALS
<p>Action:</p>	<ul style="list-style-type: none"> • Demonstrating brace positions • “A” F/A being visible in • Pointing out the Emergency Exits and the Low Level Lighting • ABP Briefings • Pre-landing announcement • Don F/A Life Vest before strapping into jumpseat (PHX only) • Advising captain, preparation is complete • Shouting of the brace commands by the F/As • Whether the crew follows the captain’s commands to Evacuate or to Remain Seated <p>These points and any others observed by the instructor should be considered as topics for discussion during the de-briefing.</p> <p>After the crew completes the scenario and straps into their jumpseats, the “Captain” announces over the PA, “Brace for Impact.”</p> <p>After the F/As shout their brace commands for 15 seconds, announce: “This is the Captain! Remain seated, remain seated!”</p> <p>Stop the scenario and conduct a debriefing.</p>	

DE-BRIEFING	
<p>Ask:</p>	<p>Crew, overall, how did you feel during the cabin prep? Do you have anything specific you would like to share?</p>
<p>Action:</p>	<ul style="list-style-type: none"> • Point out one thing each F/A did well • Point out areas for improvement • Thank the crew for participating in the scenario.
<p>State:</p>	<p>In today’s scenarios, we have seen two examples of ABP Briefings:</p> <ul style="list-style-type: none"> • Taking the ABPs to the exit to brief them • Briefing them while they remain in their seats <p>Remember the third briefing option:</p> <ul style="list-style-type: none"> • Request the ABPs to become familiar with exit operation by reading their Safety Information Cards and A/C placards.

RECURRENT TRAINING: PLANNED CABIN PREP 10

ACTION	PLANNED CABIN PREP	NOTES/VISUALS
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IN CONCLUSION	
State:	<p>We thank each of you who participated as crewmembers, because we have learned from you.</p> <p>The intent of this lesson is not necessarily to teach you how to do a Planned Cabin Prep.</p> <p>This module was designed to impress upon each of you the need to take personal responsibility for knowing the contents of the Cabin Prep Cards and being able to use them efficiently and effectively.</p> <p>We encourage you to take some time to look through the cards <u>before you need them</u>. Recognize the areas with which you are unfamiliar. If you wait until you're at 35,000 feet to look at the cards, it's too late. Do you have any questions?</p>
Action:	<ul style="list-style-type: none"> • Deploy video monitors • Introduce DVD (Slide/Slide Raft, Slide Transfer) • Play video



U-S AIRWAYS

Inflight Training Flight Attendant Recurrent Training

DRY DITCH-A320 (CLT)

Objective:	Through hands-on application, students will: <ul style="list-style-type: none">• Participate in an EOW slide/raft exercise using an A320 slide/raft• Demonstrate their survival skills by installing the canopy.
Instructor Note	If the videos have not been shown previously, add: <ul style="list-style-type: none">• View a slide/raft, life raft, and slide transfer procedures DVD
Time:	:20
Method:	Hands-on exercise
Training Tools:	<ul style="list-style-type: none">• A320 slide/raft• Emergency Locator Transmitter• Survival Kit with canopy• Slide/raft, life raft, slide transfer DVD
Prerequisites:	N/A
Homework:	N/A
Proficiency:	N/A
Instructor Prep:	<ul style="list-style-type: none">• Ensure raft is properly inflated• Ensure canopy components are present
Instructor Note:	<ul style="list-style-type: none">• The Dry Ditch module is performed with the entire class.• Two instructors are required for the Dry Ditch rotation.

CURRICULUM: Recurrent Training 08/09

SEGMENT:

MODULE: Dry Ditch

AUTHOR: P. Parrish

FILENAME: w:\curriculum\recurrent\rt 08-09\lesson plans\current\dry ditch - clt a320 08-09.doc

REVISED: 05/21/08 sah

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ACTION	A320 DRY DITCH	NOTES/VISUALS
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Instructor Note:	If the Slide, Raft Procedures video was not shown during the Planned Cabin Prep module. It <u>must</u> be shown prior to the end of class. It is preferable that the video be shown prior to the Dry Ditch module.	
Objective:	<p>Read if the video <u>was shown</u> during the Planned Cabin Prep module.</p> <p>Welcome to the Dry Ditch module.</p> <p>The module consists of an EOW A320 slide/raft exercise including the installation of a canopy.</p>	<p>Read if the video <u>was not shown</u> during the Planned Cabin Prep module.</p> <p>Welcome to the Dry Ditch module. We're going to start by watching a series of videos demonstrating slide deployment and detachment procedures, slide/raft and life raft inflation, and the procedures for slide/raft transfers on several A/C types.</p> <p>After the video we will move on to an EOW A320 slide/raft exercise including the installation of a canopy.</p>
Action:	<p>Take entire class to the slide/raft station and have them stand along the girt bar end and one side of the slide/raft.</p> <p>Continue to next page.</p>	<p>Start the video.</p> <p>When video ends, take entire class to the slide/raft station and have them stand along the girt bar end and one side of the slide/raft.</p>

ACTION	A320 DRY DITCH	NOTES/VISUALS
Action:	<p>SHOW the following components of the A320 slide/raft:</p> <ul style="list-style-type: none"> • “For Ditching Only Flap”- Lift after entering the slide/raft • “Quick Release Handle”- Pulled to separate slide/raft from the A/C after all passengers/crew have boarded • “Raft Knife”- At the girt bar end. Used to cut mooring line from the A/C, if A/C starts to sink. • “Boarding Stations”- At each end of the slide/raft – used by people in the water • “Lifelines”- Are attached to the underside of the top inflated chamber on the slide/raft and are used to hold onto if in the water. • “Stenciled Instructions”- Stenciled on the slide/raft showing location of items • “Survival Kit”- Attached to the Cloth Loop 	
Ask:	After pulling the Quick Release Handle, what happens to the slide/raft?	
Answer:	The slide/raft separates from the A/C, but is still connected to the A/C by the Mooring Line.	
Ask:	What commands would you shout while passengers board the slide/raft?	
Answer:	<ul style="list-style-type: none"> • Inflate life vests • Go to the end of the raft, alternate left and right sides • Stay low and crawl in • Sit facing inward • Distribute weight evenly 	
Ask:	What equipment on the A/C is used for signaling and transmitting?	
Answer:	The Emergency Locator Transmitter (ELT)	
Instructor Note:	DISPLAY the ELT	
Ask:	What is the preflight for the ELT?	
Answer:	Present and secure	
Action:	INSTRUCT F/As to enter the slide/raft one at a time.	
Instructor Note:	Hand the ELT to a F/A as he/she boards the slide/raft.	

ACTION		A320 DRY DITCH	NOTES/VISUALS
Action:	OBSERVE students as they enter the slide/raft. <ul style="list-style-type: none"> • Direct to far end of slide/raft, alternating right and left sides • Stay low and crawl in • Sit facing inward • Distribute weight evenly 		
Action:	REQUEST a F/A simulate tying the ELT onto the slide/raft.		
Ask:	What piece of equipment is deployed to stabilize the slide/raft and establish the upwind end?		
Answer:	Sea Anchor		
Ask:	What signaling devices in the Survival Kit should be used often?		
Answer:	Whistle and mirror		
Ask:	What items in the Survival Kit can you deploy when you see or hear rescuers (e.g. airplane, helicopter)?		
Answer:	Sea Dye Marker and Flares. You can use these items once – wait until rescuers are near.		
State:	In heat, the raft will expand and should be slightly deflated. Also, a slightly deflated raft chamber is more stable in rough seas.		
Describe and Demo:	To deflate the raft; Locate valve for the lower chamber. It is near where occupants sit a few feet from the girt bar end left side. Turn valve in the direction of the arrow to “open”. Reverse the valve in the direction of the arrow to “close” when raft is adequately deflated.		
State:	The canopy is erected for protection from the elements.		
Ask:	Where is it located?		
Answer:	In the Survival Kit		
Ask:	Where is the Survival Kit?		
Answer:	In the water. Retrieve it once everyone has entered the slide/raft.		
Action:	REQUEST a F/A pull Survival Kit into the slide/raft.		
State:	Working as a team, please erect the canopy.		

ACTION	A320 DRY DITCH	NOTES/VISUALS
Instructor Note:	<p>Canopy Installation:</p> <ul style="list-style-type: none"> • Locate survival kit at the girt end of the slide/raft. Pull the survival kit into the slide/raft. • Twist to break seal on survival kit. Remove the plastic bag containing the canopy and canopy support rods. Remove canopy and support rods from the bag. • At the girt end of the slide/raft, pull the strips of velcro to release the canopy support tubes located on each side of the slide/raft. • Unfold the canopy to full length of the slide/raft and secure the “gray” elastic bands around the corners of the top inflated chamber, starting with the “upwind” end moving towards the “downwind” part of slide/raft. • Pull canopy over support tubes and secure in place by connecting the Velcro patches. 	
<p>State (time permitting): While students install the canopy, discuss additional features of the canopy</p>	<ul style="list-style-type: none"> • The white strings hanging on the inside of the canopy secure the canopy to the slide/raft. Tie them to the white loops on the tubes and sides of the slide/raft. • The yellow strings on the underside and top side of the canopy are used to tie up the canopy for ventilation. • Push/pull locator lights on the support tubes located half way down the slide/raft through holes provided in the canopy. • A water collection tube is part of the canopy. Untie string on the tube to release water when needed. 	
State:	<p>DURING RESCUE:</p> <ul style="list-style-type: none"> • Keep life vests on and wait for instructions from rescue personnel. • To avoid a shock from the electrical current when rescue is conducted using a helicopter, allow the basket to touch the water first 	
Ask:	Are there any questions?	

Chapter 11: Ditching Evacuation

After reviewing Chapter 11 of the InFlight Emergency Manual (IEM), answer the following questions related to Ditching Evacuation.

Chapter 11: Ditching Evacuation

EOW Equipment-Escape Rope/Life Lines

Choose the answer or answers that best complete(s) the following:

1. Under what conditions are the escape ropes/life lines at the overwing exits used?
 - A. During a planned land evacuation, used to assist passengers evacuating off of the back of the wing
 - B. Used as a hand-hold to assist passengers during a water evacuation.
 - C. If there are no seat cushions available
 - D. When passengers are already in the water

2. On EOW equipped aircraft with window exits, where are the overwing escape ropes/life lines located?
 - A. In the window exit frame
 - B. In a designated overhead bin
 - C. In the survival kits
 - D. In a compartment located adjacent to the overwing floor boards

Some non-EOW aircraft with window exits also have escape ropes/life lines installed.

Slide/Rafts

3. How are the slide/rafts released from the aircraft?
 - A. By pulling the manual inflation handle
 - B. Disconnecting the girt bar from the floor brackets
 - C. Lifting up on the "For Ditching Use Only" flap and pulling the quick-release handle.
 - D. Unsealing the release pouch and disconnecting the slide

Quick-release means the slide or slide/raft can be detached from the girt bar and slide apron, but remains tethered to the aircraft via a 25 to 35 foot mooring line.

4. TRUE or FALSE: Stay moored to the aircraft unless danger is imminent.

Chapter 11: Ditching Evacuation

Slide/Rafts

Use the raft knife to cut the mooring line, if the slide/raft must be detached from the aircraft:

Choose the answer or answers that best complete(s) the following:

5. Where is the raft knife located?
 - A. In the survival kit
 - B. In the OHB mounted next to the Escape Rope/Life Lines
 - C. On the slide/raft near the mooring line
 - D. On the downwind end of the slide/raft

Slide/Raft and Life Raft Equipment

6. Deploying the sea anchor:
 - A. Provides a signal to alert rescue personnel
 - B. Improves stability
 - C. Controls drift
 - D. Establishes the “upwind” end of the slide/raft
7. The _____ can be used to bring survivors into the slide/raft or life raft.
 - A. Deck float
 - B. Heaving ring
 - C. Sea anchor
 - D. Survival Kit
8. Once inside the slide/raft or life raft, retrieve the survival kit. What piece of equipment in the survival kit can be used as protection from the elements?
 - A. Canopy.
 - B. Signaling mirror
 - C. Flares.
 - D. Deck Float

Chapter 11: Ditching Evacuation

Slide/Raft and Life Raft Equipment

Choose the answer or answers that best complete(s) the following:

9. When rescue is seen or heard, launch the _____ at the downwind to signal your location.
 - A. Sea dye marker
 - B. Signaling mirror
 - C. Sea anchor
 - D. Flares

10. The Sky Blazer XLT Flares may be used day or night and burn for approximately _____.
 - A. 6 seconds
 - B. 10 seconds
 - C. 15 seconds
 - D. 30-45 seconds

11. What piece of survival equipment is used to provide visual markings in the water for rescue?
 - A. Magic Marker
 - B. Sea Dye Marker
 - C. Water-activated flashlight
 - D. Florescent lights

12. TRUE or FALSE: The signaling mirror can be seen for miles even in hazy weather.

13. How long do the water activated flashlights last?
 - A. 10-12 minutes
 - B. 15 minutes
 - C. 6-8 hours
 - D. 24 hours

Chapter 11: Ditching Evacuation

EOW Ditching Procedures

Slide/Rafts and Life Rafts

Choose the answer or answers that best complete(s) the following:

14. Which EOW aircraft has a 46-person life raft contained in a ceiling compartment?
- A. A320
 - B. A330
 - C. B767
 - D. B757

Survival

15. Fill in the boxes with one of the 3 “S’s” of Survival to complete the table:

The Three “S’s” of Survival	
Cut mooring line when necessary	
Deploy Emergency Locator Transmitter	
Install canopy	SURVIVAL
Deploy sea anchor	
Remove excess water with bailing bucket and sponge	
Maintain inflation and stabilize raft	
Keep life vest on until rescued	
Retrieve and utilize Survival Kit	SEAWORTHINESS

Techniques that can improve the survivability of passengers in the water

- Keep as much of the body as possible out of the water
- Use the huddle position
- Use the “Heat Escape Lessening Position”

Chapter 11: Ditching Evacuation

Non-EOW Ditching Procedures

Unlikely Exits

Choose the answer or answers that best complete(s) the following:

16. On which aircraft type are the 2L/2R doors not likely to be used in a planned ditching?
- A. A319/A320
 - B. B757
 - C. B737
 - D. E190

Non-Quick Release Slides

17. How are the B737 Type B slides detached from the aircraft?
- A. Lift up on the "For Ditching Use Only" flap and pull the quick release handle.
 - B. Release the girt bar from the floor mounted brackets and push the slide away from the aircraft.
 - C. Pull the release handle at the threshold of the door frame.
 - D. Cut the mooring line.

Non-EOW Planned Ditching

Procedures-Pre-Impact

18. Fill in the blanks to complete the following actions taken pre-impact during a planned ditching on a non-EOW A/C:
- Ensure F/As don life vest _____ cabin prep is complete.
 - If passenger life vest equipped, ensure passengers don _____ cabin prep.

Chapter 11: Ditching Evacuation

Non-EOW Planned Ditching

Procedures-Post-Impact

19. Fill in the blanks to complete the following post-impact procedures during a planned ditching on a non-EOW aircraft:

- Assess and prepare _____, or direct passengers away from _____ exits.
- Shout appropriate commands.
- Pull inflation handle.
- Lift flap marked “ _____ ”

EXCEPTIONS:

- o E190 slides are not marked “For Ditching Use Only.”
 - o B737 Type B slides are not quick release and do not have a flap marked “For Ditching Use Only.”
 - Pull quick-release handle to release slide from girt bar
- #### EXCEPTION:
- o B737 Type B slides are not quick release. To detach slide from aircraft, release girt bar from floor mounted brackets.
 - Evacuation
 - o Send evacuees directly into the _____.
 - o Instruct them to stay together and hold onto _____.
 - Time and conditions permitting, prior to exiting the A/C, throw all available _____ outside the aircraft.

Non-EOW Unplanned Ditching-Procedures

20. Fill in the blanks regarding the differences for an Unplanned Ditching on a non-EOW A/C:

Pre-Impact Differences

- Time and conditions permitting, prior to leaving the aircraft, retrieve additional equipment (e.g., extra _____, _____, etc) and throw them out of the aircraft.

Chapter 11: Ditching Evacuation

Non-EOW Unplanned Ditching

20. Fill in the blanks regarding the differences for an Unplanned Ditching on a non-EOW A/C (cont.):

Post-Impact Differences

- Ensure F/A don crew life vest _____ assessing the exit and prior to exiting the aircraft.

Unplanned Ditching Commands—Non-EOW

- “Don Life Vest” and/or “_____”, as appropriate

Non-EOW Post Evacuation Checklist

- Time and conditions permitting, ensure that all _____ and _____ have evacuated.
- Retrieve _____ and take into water.
- Keep slide moored to the aircraft unless danger is imminent.
- When necessary, detach _____ from aircraft

Optional Considerations-Post Evacuation

- Throw all available _____ outside of the aircraft.
- Post watches for rescue efforts.
- If rescued by helicopter, allow basket to _____ before touching basket.
- During rescue, survivors must keep _____, and await instructions from rescue personnel.
- Attempt to move slide away from areas of _____.

Chapter 12: A319/A320

**After reviewing Chapter 12 of the InFlight
Emergency Manual (IEM), answer the following
questions related to the Airbus 319/320.**

Chapter 12: Airbus 319/A320

Land and Water Cabin Prep Procedures

The InFlight Emergency Manual (IEM) contains Cabin Prep pages for use on each aircraft type in the event of a planned emergency. They are printed on colored paper and are located at the beginning of each aircraft section. The Cabin Prep Land pages are printed on tan paper, the Cabin Prep Water EOW pages are printed on blue paper, and the Cabin Prep Water Non-EOW pages are printed on orange paper. The differences are reflected for each aircraft type.

The flight attendants preparing the cabin for a potential evacuation will utilize the Cabin Prep Cards to prepare the passengers and the cabin. The Cabin Prep steps are printed in priority order and the flight attendants will complete as many steps as possible, depending on the time available.

Fill in the blanks to complete the following statements:

1. In a cabin prep, if there is not enough time to give a full ABP briefing, advise passengers to review the Safety Information Cards and/or the _____ for exit row window operation.
2. Fill in the blanks with the correct F/A position (i.e., "A", "B", etc.) for a cabin preparation on an EOW equipped A319:

_____ attaches Survival Kits to 2L/2R

_____ attaches Survival Kits to 1L/1R

Cabin Prep briefing responsibilities include:

A319			
Exit Rows: A319 Rows 9 and 10			
F/A	Demo Position	Cabin Responsibilities	ABP Briefing Responsibilities
A	Reads from FWD PA		FWD Doors
B	Row 9	Row 9 to Last Row Coach	AFT Doors
C	Row 1 to First Row Coach	Row 1 to Row 8	Windows

Chapter 12: Airbus 319/320

Equipment Checklists

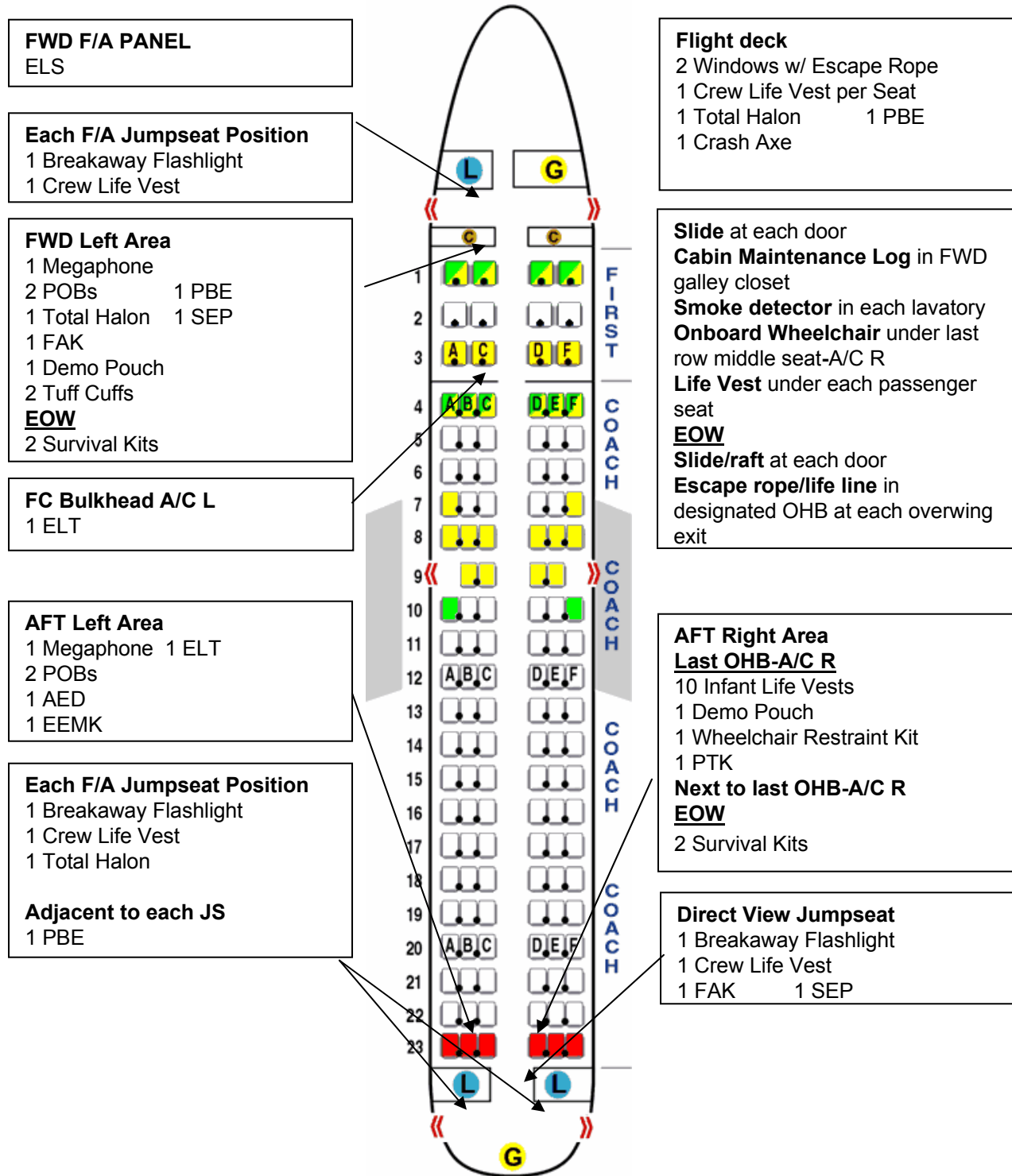
Review the A319/A320 equipment preflights and locations and answer the following questions:

The "A" flight attendant is responsible for checking the equipment and reporting any discrepancies to the flightdeck. Any cabin or appearance discrepancies that are discovered are documented in the Flight Duty Maintenance Log or the Cabin Maintenance Log depending upon the designation from the Cabin Items List in the CML.

3. Where are the 10 infant life vests located on the A319/320?
 - A. Last overhead, A/C Right
 - B. Last overhead, A/C Left
 4. TRUE or FALSE: All A319s are EOW-equipped.
 5. The preflight for the Wheelchair Restraint Kit is to check for presence. Where is the kit located on the A320?
-
6. Where are the megaphones located on the A319 and A320?
 - A. Underneath each flight attendant jumpseat/Flightdeck
 - B. FWD Left Area/AFT Left Area
 - C. AFT Left Area/AFT Right Area
 - D. FC Bulkhead A/C Left/AFT Right Area
 7. How many Halon (Total or Halon 1211) fire extinguishers are on the A319? _____
 8. In addition to the equipment found at each jumpseat, the Direct View Jumpseat contains:
 - A. 1 PBE and 1 H2O
 - B. 1 FAK and 1SEP
 - C. 2 FAKs and 1 SEP
 - D. 1 FAK and 2 SEPS
 9. TRUE or FALSE: The equipment locations for the Survival Kits on an EOW equipped A319 aircraft are the FWD Left Area and the Next to Last OHB Aircraft Right.

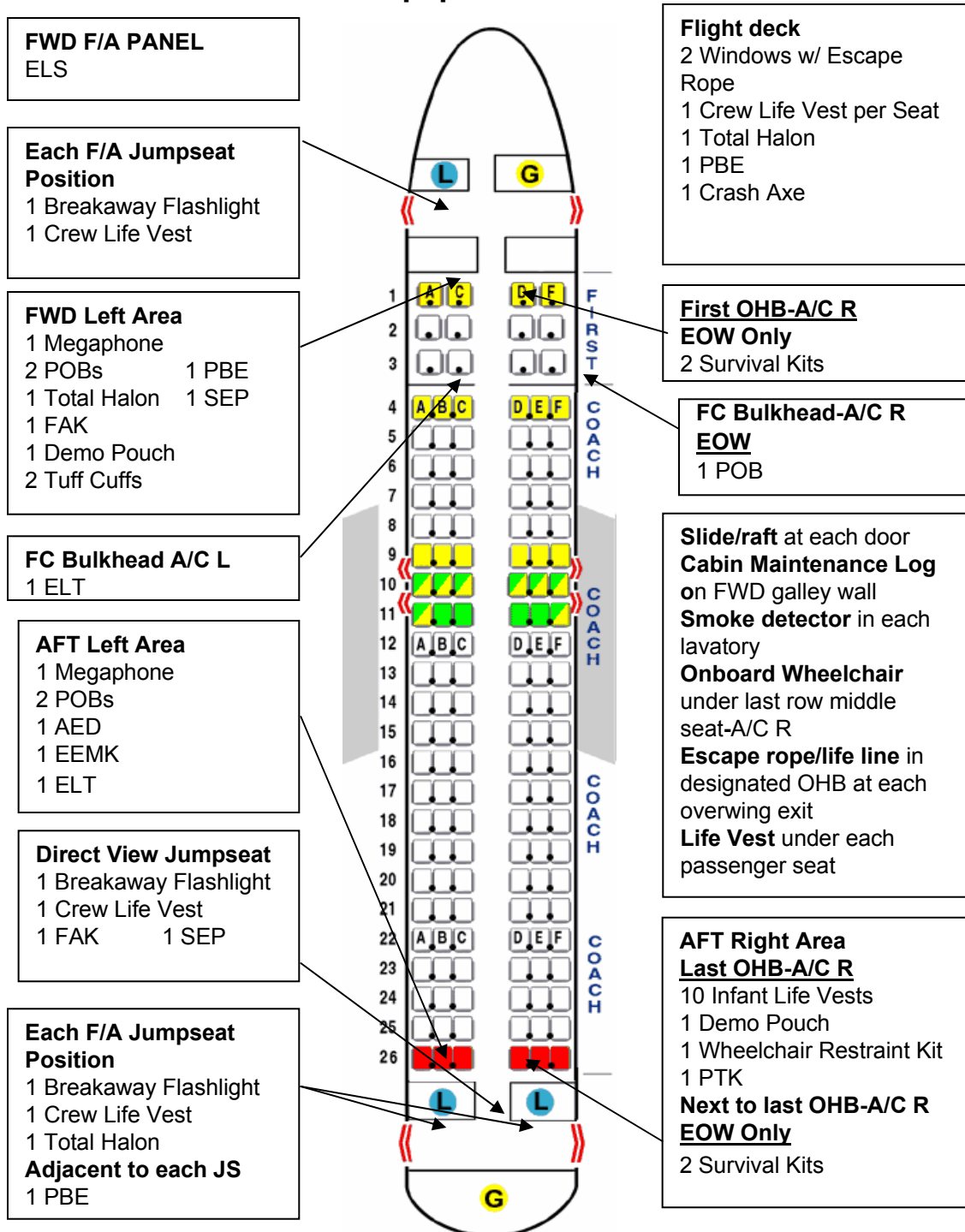
Chapter 12: Airbus 319/320

A319 Equipment Location



Chapter 12: Airbus 319/320

A320 Equipment Location



Chapter 12: Airbus 319/320

Flight Attendant Positions

10. Fill in the chart below with the correct jumpseat positions for the A319/A320:

Flight Attendant	Jumpseat
A	
B	
C	

Exit Operation

All door operations are located in the aircraft specific sections of the manual.
Approach every door as if it is armed.

We are asking every flight attendant to make a conscious effort to help eliminate inadvertent slide deployments.

Reminder: An A319/A320 door should never be opened from the inside except in an emergency, or if instructed to do so by the captain. Review door and window operation.

Exit Operation Reminders

Upon arrival, ALWAYS use the Monitor and Challenge technique/door disarming sequence.

- Always begin with the A/C Right door first.
- Say the Monitor and Challenge verbiage out loud.
- Don't rush through the procedures.
- Stop and start over any time you are distracted or interrupted.

Doors automatically disarm when opened from the outside.

Under normal circumstances, the gate agent opens the door.

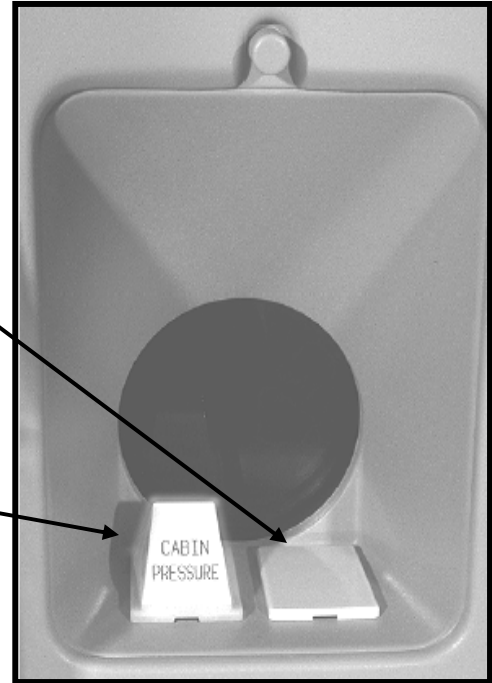
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Exit Operation

Door Warning Lights

Choose the correct answer for the following:

11. **Constant** _____ **light-**
illuminates when the slide is armed
and and the door handle is rotated
a few degrees upward. If you continue
to extend the door handle upward, the
pneumatic assist will automatically open
the door and deploy the side.
12. **Flashing** _____ **light-**indicates
the cabin remains partially pressurized after
both engines have been shut down and the
door is disarmed.



NEVER OPERATE DOOR WHEN LIGHT FLASHES RED.

Cabin Pressurization Light-INOP

Fill in the blanks to correctly complete the following:

Pre-Departure-First Flight On Aircraft:

13. If the captain advises the "A F/A that the red Cabin Pressurization light is inoperative, the F/A will confirm that an _____
_____ is placed on or in the vicinity of the red Cabin Pressurization light. The "A" advises the captain that the sticker is _____.

Arrival-After the Seat Belt Sign Has Been Turned Off:

1L/1R

14. Upon arrival, after the Seat Belt Sign has been turned off, the "A receives confirmation that the cabin pressurization is _____. The "A" advises the "C" accordingly. "C" gives _____ to the gate agent through the viewing window indicating that the pressure is normal and it is safe to open the door.

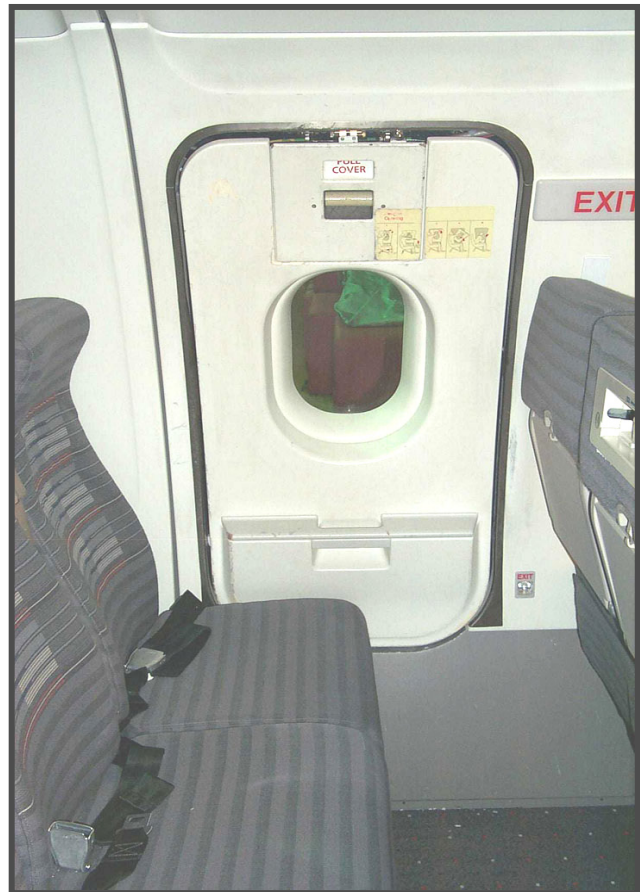
2L/2R

15. "B" calls the flightdeck and receives confirmation that the cabin pressurization is _____. "B" gives _____ to agent, caterer, etc. that the pressure is normal and it is safe to open the door.

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Cabin Window Exits

- Window exits are always armed.
- When a window exit is opened, a dual lane slide automatically deploys.
- In a water landing, the window exits are used as secondary exits.
- An escape rope or ropes is/are stowed in a designated overhead bin
- A manual back-up inflation handle is located in the sill of each window exit.
- Illustrations to open the window exits are located on Safety Information Cards.



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Lighting and Communication

Choose the correct answer for the following:

16. TRUE or FALSE: On some A319/A320 aircraft, the EVAC CMD is a visual and aural alarm that may be used by the flightdeck in an evacuation.
17. TRUE or FALSE: EVAC RESET will silence the alarm and warning indications at individual stations when the EVAC CMD is depressed from the flightdeck.
18. TRUE or FALSE: On some A319/A320 aircraft, if the SMOKE LAV light illuminates red on the FAP, a double dual tone (hi-hi/low-low) will sound every 2 seconds at all loudspeakers throughout the cabin.

NOTE: In addition, on some A319/A320 aircraft, a triple chime repeats every 30 seconds throughout the cabin PA system.

19. TRUE or FALSE: On some A319/A320 aircraft, if a passenger presses the Flight Attendant Call Bell from the lavatory, the call can be reset from the respective Attendant Panel.
20. TRUE or FALSE: On some A319/A320 aircraft, it is possible to make specialized PA announcements in individual cabins.

Lockable Recline

Remember, one of the steps during a cabin prep for a possible evacuation is to ensure the lockable recline is in the locked position. The lockable recline switch prevents seat recline when activated/locked and allows seat recline when deactivated/unlocked.

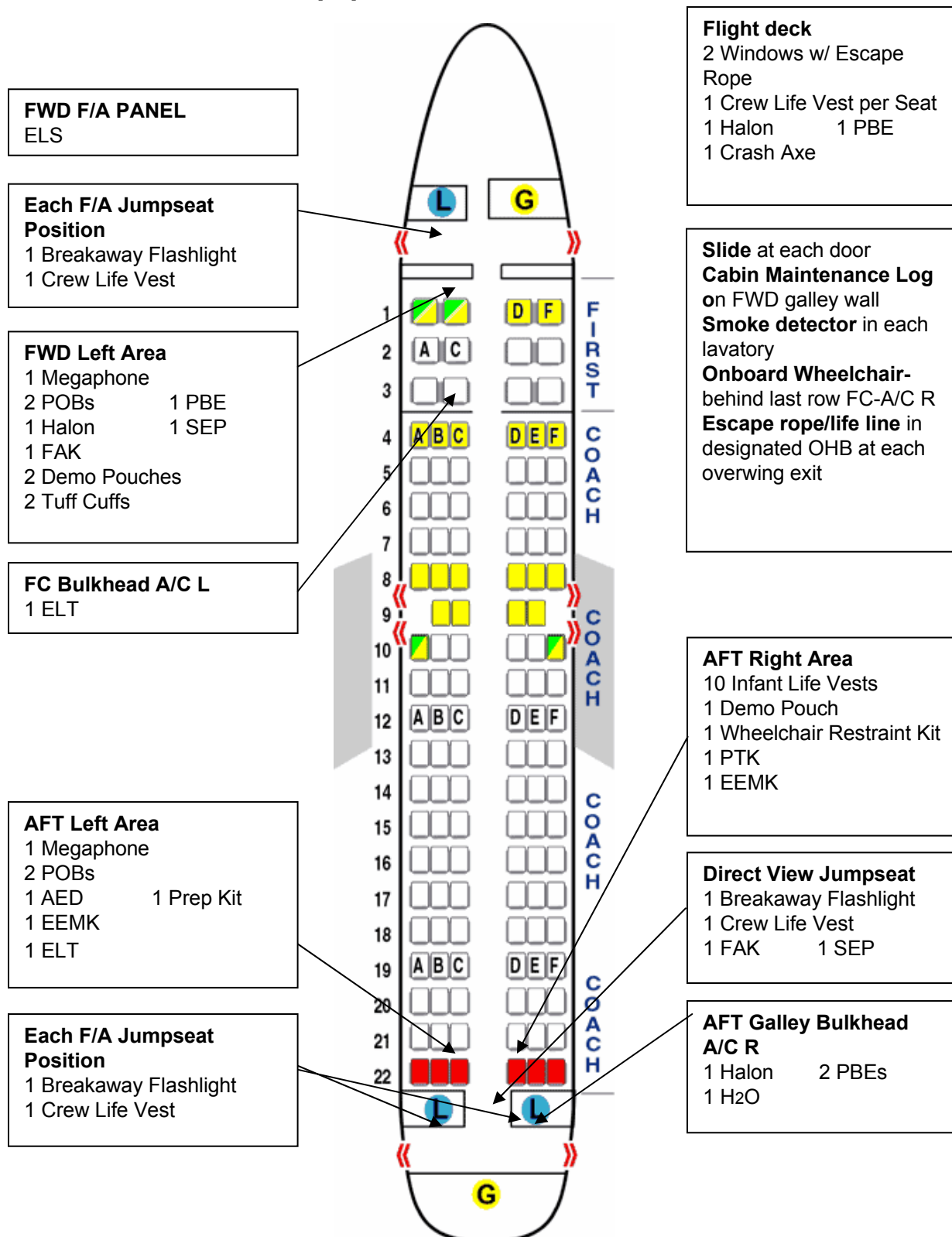
21. Fill in the table below with the correct row numbers for aircraft equipped with lockable recline:

Aircraft	Location
A319	Aisle Seats Rows _____
A320	Aisle Seats Rows _____

22. TRUE or FALSE: The “A” flight attendant must determine (i.e., must be advised) that the lockable recline switch was activated before advising the captain of “Cabin Ready” signal.

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A319 Equipment Location Differences



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A320 Equipment Location Differences

